

**In the Claims:**

Please amend claims 12, 19, 33, 64, 68, 69, 74, 75 and 82, and cancel claims 67 and 95 as follows.

1-8. (Cancelled)

9. (Previously Presented) The method of claim 20, wherein said aerial dispersant holding tanks are configured with a shape and outer dimensions that correspond to dimensions of a cargo container employed in the side-loading cargo system of said host aircraft.

10. (Previously Presented) The method of claim 88, wherein said aerial dispersant holding tanks are configured with a shape and dimensions for installation in said passenger compartment of said host aircraft through said passenger door opening of said fixed wing host aircraft.

11. (Previously Presented) The method of claim 20, wherein each of said aerial dispersant holding tanks comprises at least one flow opening on a first end of said holding tank, said first flow opening being configured to sealably mate with a flow opening of an adjacent aerial dispersant holding tank when two or more of said aerial dispersant tanks are positioned in adjacent end-to-end relationship within the baggage or cargo hold of said host aircraft.

12. (Currently Amended) The method of claim 20, wherein a first one of said aerial dispersant holding tanks is configured to be coupled to at least a second one of said aerial dispersant holding tanks ~~to provide a dispersant material flow path from said first aerial dispersant holding tank to said second aerial dispersant holding tank~~ when said first and

second aerial dispersant tanks are positioned in adjacent front end-to-rear end relationship within the baggage or cargo hold of said host aircraft.

13. (Previously Presented) The method of claim 20, wherein said dispersal regulator comprises at least a part of a dispersal equipment container or a dispersal equipment pallet.

14. (Previously Presented) The method of claim 20, wherein said dispersal regulator comprises a pump.

15. (Previously Presented) The method of claim 12, wherein at least one of said first or second aerial dispersant tanks comprises flow control equipment configured to control flow of materials from said first aerial dispersant holding tank to said second aerial dispersant holding tank.

16. (Previously Presented) The method of claim 20, further comprising providing a cargo door configured to be removably disposed within said cargo opening of said host aircraft; disposing said cargo door within said cargo opening of said host aircraft; and coupling said airborne dispersal device to said dispersal regulator through said cargo door.

17. (Previously Presented) The method of claim 88, further comprising providing a passenger door configured to be removably disposed within a passenger door opening of said host aircraft; and coupling said airborne dispersal device to said dispersal regulator through said passenger door.

18. (Previously Presented) The method of claim 20, wherein said two or more aerial dispersant holding tanks comprise a material containment subsystem; wherein said dispersal regulator comprises a material dispersal subsystem; and wherein said method further comprises providing a control subsystem and coupling said control subsystem to said material containment subsystem and said material dispersal subsystem.

19. (Currently Amended) The method of claim 18, further comprising providing a navigation subsystem, a communications subsystem, and a sensor subsystem; coupling said navigation subsystem, communications subsystem, and sensor subsystem to said control subsystem; and coupling said control subsystem, said navigation subsystem and said communications subsystem to one or more host aircraft systems ~~Host Aircraft Systems~~.

20. (Previously Presented) A method of temporarily converting at least one fixed wing host aircraft for aerial dispersion purposes, comprising:

providing a fixed wing host aircraft having a side cargo opening;

providing two or more modular aerial dispersant holding tanks, said aerial dispersant holding tanks being configured to be compatible with a side-loading aircraft cargo system of said fixed wing host aircraft;

sequentially loading said two or more modular aerial dispersant holding tanks through said side cargo opening of said fixed wing host aircraft into a baggage or cargo hold of said fixed wing host aircraft;

coupling said two or more modular aerial dispersant holding tanks together within said baggage or cargo hold of said fixed wing host aircraft to provide a dispersant material flow path;

providing a dispersal regulator and airborne dispersal device coupled to said two or more aerial dispersant holding tanks coupled together within said baggage or cargo hold of said fixed wing host aircraft; and

then removing said two or more modular aerial dispersant holding tanks from said baggage or cargo hold of said fixed wing host aircraft through said side cargo opening of said fixed wing host aircraft.

21. (Previously Presented) The method of claim 20, further comprising aerially dispersing a material from said fixed wing host aircraft after sequentially loading said two or more modular aerial dispersant holding tanks through said side cargo opening of said fixed wing host aircraft into said baggage or cargo hold of said fixed wing host aircraft and prior to removing said two or more modular aerial dispersant holding tanks from said baggage or cargo hold of said fixed wing host aircraft through said side cargo opening of said fixed wing host aircraft.

22. (Cancelled)

23. (Previously Presented) The method of claim 33, comprising installing and removing said two or more aerial dispersant holding tanks within said baggage or cargo hold of said host aircraft using said side-loading cargo system of said host aircraft.

24. (Previously Presented) The method of claim 33, comprising installing and removing said two or more aerial dispersant holding tanks within a passenger compartment of said host aircraft through said passenger door opening.

25. (Previously Presented) The method of claim 23, further comprising forming said at least one aircraft-based material dispersion system by removably disposing and coupling together two or more of said aerial dispersant holding tanks coupled in adjacent front end-to-rear end relationship within said baggage or cargo hold of said host aircraft.

26. (Previously Presented) The method of claim 24, further comprising forming said at least one aircraft-based material dispersion system by removably disposing and coupling together two or more of said aerial dispersant holding tanks in adjacent front end-to-rear end relationship within said passenger compartment of said host aircraft.

27. (Previously Presented) The method of claim 25, further comprising forming said at least one aircraft-based material dispersion system by providing and coupling flow control equipment to at least one of said aerial dispersant holding tanks to control flow of materials between two or more of said aerial dispersant holding tanks.

28. (Previously Presented) The method of claim 25, further comprising forming said at least one aircraft-based material dispersion system by providing and removably disposing a cargo door within a cargo opening of said host aircraft; and coupling said airborne dispersal device to said dispersal regulator through said cargo door.

29. (Previously Presented) The method of claim 26, further comprising forming said at least one aircraft-based material dispersion system by providing and removably disposing a passenger door within a passenger door opening of said host aircraft; and coupling said airborne dispersal device to said dispersal regulator through said passenger door.

30. (Previously Presented) The method of claim 23, further comprising removably installing said dispersal regulator and said airborne dispersal device on said host aircraft.

31. (Previously Presented) The method of claim 33, wherein said two or more aerial dispersant holding tanks comprise a material containment subsystem; wherein said dispersal regulator comprises a material dispersal subsystem; and wherein said method further comprises forming said aerial dispersion system by providing and coupling a control subsystem to said material containment subsystem and said material dispersal subsystem.

32. (Previously Presented) The method of claim 31, further comprising forming said at least one aircraft-based material dispersion system by providing and coupling a navigation subsystem, a communications subsystem, and a sensor subsystem to said control subsystem; and coupling said control subsystem, said navigation subsystem and said communications subsystem to one or more Host Aircraft Systems.

33. (Currently Amended) An aerial dispersion method, comprising:

temporarily converting at least one fixed-wing host aircraft for aerial dispersion purposes by installing two or more modular aerial dispersant holding tanks, a dispersal regulator and an airborne dispersal device on said fixed wing host aircraft to form at least one aircraft-based material dispersion system prior to aerially dispersing one or more materials from said at least one aircraft-based material dispersion system;

then aerially dispersing one or more materials from said at least one aircraft-based material dispersion system;

then removing said two or more modular aerial dispersant holding tanks, said dispersal regulator and said airborne dispersal device from said fixed wing host aircraft after aerially dispersing said one or more materials from said at least one aircraft-based material dispersion system;

wherein said method further comprises forming said at least one aircraft-based material dispersion system by:

providing said at least one fixed wing host aircraft,

providing and sequentially disposing said two or more modular aerial dispersant holding tanks within said fixed wing host aircraft, and coupling together said two or more modular aerial dispersant holding tanks within said fixed wing host aircraft to provide a dispersant material flowpath,

providing and disposing said dispersal regulator on said fixed wing host aircraft and coupling said dispersal regulator to said two or more aerial dispersant holding tanks, and

providing and disposing said airborne dispersal device on said fixed wing host aircraft and coupling said airborne dispersal device to said dispersal regulator; and

wherein said method further comprises installing and removing said two or more modular aerial dispersant holding tanks within a baggage or cargo hold of said fixed wing host aircraft using a side-loading aircraft cargo system of said fixed wing host aircraft; or

wherein said method further comprises installing and removing said two or more aerial dispersant holding tanks within a passenger compartment of said

fixed wing host aircraft through a passenger door opening of said fixed wing host aircraft.

34. (Previously Presented) The aerial dispersion method of claim 33, comprising aurally dispersing one or more materials in a coordinated manner from a fleet of aircraft-based material dispersion systems of claim 33; and wherein said method further comprises installing said two or more modular aerial dispersant holding tanks, said dispersal regulator and said airborne dispersal device on each aircraft of said fleet of said aircraft-based material dispersion systems prior to aurally dispersing said one or more materials from said fleet of aircraft-based material dispersion systems; and wherein said method further comprises removing said two or more modular aerial dispersant holding tanks, said dispersal regulator and said airborne dispersal device from each aircraft of said fleet of aircraft-based material dispersion systems after aurally dispersing said one or more materials from said fleet of aircraft-based material dispersion systems.

35. (Previously Presented) The method of claim 33, wherein said host aircraft comprises a wide body aircraft.

36-51. (Cancelled)

52. (Previously Presented) The method of claim 20, wherein said host aircraft comprises a wide body aircraft.

53. (Cancelled)



54. (Previously Presented) The method of claim 20, wherein said host aircraft comprises a commercial passenger or commercial cargo plane.

55. (Previously Presented) The method of claim 21, further comprising installing at least first and second of said aerial dispersant holding tanks into a said baggage or cargo hold of said host fixed wing aircraft by slidably or rollably transporting said first and second aerial dispersant holding tanks within said baggage or cargo hold in a forward or rearward direction parallel to the longitudinal axis of the aircraft fuselage; and stacking said first and second aerial dispersant holding tanks in adjacent front end-to-rear end relationship within said baggage or cargo hold of said host aircraft.

56. (Previously Presented) The aerial dispersion method of claim 21, wherein said method comprises aially dispersing said material from said fixed wing host aircraft to suppress a fire prior to removing said two or more modular aerial dispersant holding tanks from said baggage or cargo hold of said fixed wing host aircraft through said side cargo opening of said fixed wing host aircraft.

57. (Previously Presented) The method of claim 33, wherein said host aircraft comprises a commercial passenger or commercial cargo plane.

58. (Previously Presented) The method of claim 23, wherein said two or more aerial dispersant holding tanks are configured with a shape and outer dimensions that correspond to dimensions of a cargo container employed in said side-loading cargo system of said host aircraft.

59. (Previously Presented) The aerial dispersion method of claim 33, wherein said method comprises aurally dispersing said one or more materials from said aircraft-based material dispersion system to suppress a fire prior to removing said two or more modular aerial dispersant holding tanks, said dispersal regulator and said airborne dispersal device from said fixed wing host aircraft.

60. (Previously Presented) The aerial dispersion method of claim 34, wherein said method comprises aurally dispersing said one or more materials from said fleet of aircraft-based material dispersion systems to suppress a fire prior to removing said two or more modular aerial dispersant holding tanks, said dispersal regulator and said airborne dispersal device from each aircraft of said fleet of aircraft-based material dispersion systems.

61. (Previously Presented) The method of claim 58, further comprising disposing and stacking said two or more aerial dispersant holding tanks in end to end manner within said baggage or cargo hold of said host aircraft in a direction parallel to the longitudinal axis of the fuselage of said aircraft.

62. (Previously Presented) The method of claim 61, further comprising disposing said two or more aerial dispersant holding tanks within said baggage or cargo hold of said host aircraft and slidably or rollably transporting said cargo containers forward or rearward in a direction parallel to the longitudinal axis of said aircraft fuselage.

63. (Previously Presented) The method of claim 52, wherein said host aircraft has a gross carrying capacity of greater than or equal to about 100,000 pounds.

64. (Currently Amended) A method of temporarily converting at least one fixed wing wide body host aircraft for aerial dispersion purposes comprising:

providing a fixed wing wide body host aircraft;

operating said fixed wing wide body host aircraft in conventional passenger or conventional cargo configuration for commercial passenger or commercial cargo use;

then converting said fixed wing wide body host aircraft for aerial dispersion operations by providing and installing one or more aerial dispersant holding tanks within said fixed wing wide body host aircraft;

then aerially dispersing one or more materials from said one or more aerial dispersant holding tanks installed within said fixed wing wide body host aircraft;

then returning said fixed wing wide body host aircraft to said conventional passenger or conventional cargo configuration by removing said one or more aerial dispersant holding tanks from said fixed wing wide body host aircraft; and

then operating said fixed wing wide body host aircraft for commercial passenger or commercial cargo use;

wherein said fixed wing wide body host aircraft has a side-loading cargo system; wherein said one or more aerial dispersant holding tanks are configured as cargo containers; and wherein said method further comprises removably disposing said one or more aerial dispersant holding tanks within a baggage or cargo hold of said host aircraft using said side-loading cargo system of said host aircraft.

65. (Previously Presented) The method of claim 64, wherein said fixed wing wide body host aircraft has a gross carrying capacity of greater than or equal to about 100,000 pounds.

66. (Previously Presented) The method of claim 65, wherein said fixed wing wide body host aircraft comprises a wide body passenger plane.

67. (Cancelled)

68. (Currently Amended) ~~The method of claim 64,~~ A method of temporarily converting at least one fixed wing wide body host aircraft for aerial dispersion purposes comprising:

providing a fixed wing wide body host aircraft;

operating said fixed wing wide body host aircraft in conventional passenger or conventional cargo configuration for commercial passenger or commercial cargo use;

then converting said fixed wing wide body host aircraft for aerial dispersion operations by providing and installing one or more aerial dispersant holding tanks within said fixed wing wide body host aircraft;

then aerially dispersing one or more materials from said one or more aerial dispersant holding tanks installed within said fixed wing wide body host aircraft;

then returning said fixed wing wide body host aircraft to said conventional passenger or conventional cargo configuration by removing said one or more aerial dispersant holding tanks from said fixed wing wide body host aircraft; and

then operating said fixed wing wide body host aircraft for commercial passenger or commercial cargo use;

wherein said fixed wing wide body host aircraft has at least one passenger door opening for access to a passenger compartment of said aircraft; wherein said one or more aerial dispersant holding tanks are configured as cargo containers; and wherein said method further comprises removably disposing said one or more aerial dispersant holding tanks within a passenger compartment of said wide body host aircraft through said passenger door opening.

69. (Currently Amended) The method of claim 64 ~~67~~, further comprising removably disposing and coupling together two or more of said aerial dispersant holding tanks in adjacent front end-to-rear end relationship within said baggage or cargo hold of said fixed wing wide body host aircraft.

70. (Previously Presented) The method of claim 68, further comprising removably disposing and coupling together two or more of said aerial dispersant holding tanks-in adjacent front end-to-rear end relationship within said passenger compartment of said fixed wing wide body host aircraft.

71. (Previously Presented) The method of claim 69, further comprising providing and coupling flow control equipment to at least one of said aerial dispersant holding tanks to control flow of materials between two or more of said aerial dispersant holding tanks.

72. (Previously Presented) The method of claim 69, further comprising providing and removably disposing a cargo door within a cargo opening of said fixed wing wide body host aircraft; and coupling said airborne dispersal device to said dispersal regulator through said cargo door.

73. (Previously Presented) The method of claim 70, further comprising providing and removably disposing a passenger door within a passenger door opening of said fixed wing wide body host aircraft; and coupling said airborne dispersal device to said dispersal regulator through said passenger door.

74. (Currently Amended) The method of claim ~~64~~ 67, removably installing said dispersal regulator and said airborne dispersal device on said fixed wing wide body host aircraft.

75. (Currently Amended) The method of claim 64, wherein said one or more aerial dispersant holding tanks comprise a material containment subsystem; wherein said method further comprises providing a dispersal regulator that comprises a material dispersal subsystem; and wherein said method further comprises providing and coupling a control subsystem to said material containment subsystem and said material dispersal subsystem.

76. (Previously Presented) The method of claim 75, wherein said method further comprises providing and coupling a navigation subsystem, a communications subsystem,

and a sensor subsystem to said control subsystem; and coupling said control subsystem, said navigation subsystem and said communications subsystem to one or more Host Aircraft Systems.

77. (Cancelled)

78. (Previously Presented) The method of claim 64, wherein said method comprises aerially dispersing said one or more materials from said one or more aerial dispersant holding tanks installed within said fixed wing wide body host aircraft to suppress a fire after converting said fixed wing wide body host aircraft for aerial dispersion operations and prior to returning said fixed wing wide body host aircraft to said conventional passenger or conventional cargo configuration.

79. (Previously Presented) The method of claim 64, wherein said method comprises:

providing two or more fixed wing wide body host aircraft;

operating said two or more fixed wing wide body host aircraft in conventional passenger or conventional cargo configuration for commercial passenger or commercial cargo use;

then converting said two or more fixed wing wide body host aircraft to a fleet of two or more fixed wing wide body host aircraft configured for aerial dispersion operations by providing and installing one or more aerial dispersant holding tanks within each of said two or more said fixed wing wide body host aircraft;

then aerially dispersing one or more materials from said one or more aerial dispersant holding tanks installed within each of said fleet of two or more fixed wing wide body host aircraft;

then returning said two or more fixed wing wide body host aircraft to said conventional passenger or conventional cargo configuration by removing said one or more aerial dispersant holding tanks from each of said fixed wing wide body host aircraft; and

then operating said two or more fixed wing wide body host aircraft for commercial passenger or commercial cargo use.

80. (Previously Presented) The method of claim 79, wherein said method comprises aerially dispersing said one or more materials from said one or more aerial dispersant holding tanks installed within each of said fleet of two or more fixed wing wide body host aircraft to suppress a fire prior to removing said one or more aerial dispersant holding tanks from within each of said two or more fixed wing wide body host aircraft.

81. (Cancelled)

82. (Currently Amended) The method of claim 64 ~~67~~, wherein said one or more aerial dispersant holding tanks are configured with a shape and outer dimensions that correspond to dimensions of a cargo container employed in said side-loading cargo system of said fixed wing wide body host aircraft.

83. (Previously Presented) The method of claim 82, further comprising disposing and stacking said one or more aerial dispersant holding tanks in end to end manner within



said baggage or cargo hold of said fixed wing wide body host aircraft in a direction parallel to the longitudinal axis of the fuselage of said aircraft.

84. (Previously Presented) The method of claim 83, further comprising disposing said one or more aerial dispersant holding tanks within said baggage or cargo hold of said fixed wing wide body host aircraft by slidably or rollably transporting said one or more aerial dispersant holding tanks upon a surface within said baggage or cargo hold forward or rearward in a direction parallel to the longitudinal axis of said aircraft fuselage.

85. (Previously Presented) The method of claim 20, wherein said method comprises:

providing two or more fixed wing host aircraft, each of said two or more fixed wing host aircraft having a side cargo opening;

providing two or more modular aerial dispersant holding tanks for each of said two or more fixed wing host aircraft, said aerial dispersant holding tanks being configured to be compatible with a side-loading aircraft cargo system of said two or more fixed wing host aircraft;

sequentially loading said two or more modular aerial dispersant holding tanks through said side cargo opening of each of said fixed wing host aircraft into a baggage or cargo hold of each of said fixed wing host aircraft;

coupling said two or more modular aerial dispersant holding tanks together within said baggage or cargo hold of each of said fixed wing host aircraft to provide a dispersant material flow path; and

providing a dispersal regulator and airborne dispersal device coupled to said two or more aerial dispersant holding tanks coupled together within said

baggage or cargo hold of each of said two or more fixed wing host aircraft;

then aerially dispersing one or more materials from said two or more fixed wing host aircraft as a fleet in a coordinated manner; and

then removing said two or more modular aerial dispersant holding tanks from said baggage or cargo hold of each of said two or more fixed wing host aircraft through said side cargo opening of each of said fixed wing host aircraft.

86. (Previously Presented) The method of claim 85, further comprising aerially dispersing said one or more materials from said two or more fixed wing host aircraft as a fleet to suppress a fire prior to removing said two or more modular aerial dispersant holding tanks from said baggage or cargo hold of each of said two or more fixed wing host aircraft.

87. (Previously Presented) The method of claim 34, further comprising:

providing a control subsystem for each of said fixed wing host aircraft of said fleet of aircraft-based material dispersion systems, said control subsystem being configured to control at least one of material dispersement or flight characteristics of said fixed wing host aircraft of each of said aircraft-based material dispersion systems;

providing communication between said control subsystem of each of said fixed wing host aircraft of said fleet of aircraft-based material dispersion systems and at least one of a ground source or another airborne source;

controlling aerial dispersion operations of each of said fixed wing host aircraft of said fleet of aircraft-based material dispersion systems by communicating

from at least one of said ground source or said another airborne source to said control subsystem of each of said fixed wing host aircraft of said fleet of aircraft-based material dispersion systems to provide common control to direct at least one of flight path or release of materials from each of said fixed wing host aircraft of said fleet of aircraft-based material dispersion systems and to aurally disperse said one or more materials from said fleet of fleet of aircraft-based material dispersion systems in a coordinated manner.

88. (Previously Presented) A method of temporarily converting at least one fixed wing host aircraft for aerial dispersion purposes, comprising:

providing a fixed wing host aircraft having a passenger compartment and a passenger door opening;

providing two or more modular aerial dispersant holding tanks, said aerial dispersant holding tanks being configured for installation and removal from said passenger compartment of said fixed wing host aircraft through said passenger door opening of said fixed wing host aircraft;

sequentially loading said two or more modular aerial dispersant holding tanks into said aircraft passenger compartment of said fixed wing host aircraft through said passenger door opening of said fixed wing host aircraft;

coupling said two or more modular aerial dispersant holding tanks together within said passenger compartment of said fixed wing host aircraft to provide a dispersant material flow path; and

providing a dispersal regulator and airborne dispersal device coupled to said two or more aerial dispersant holding tanks coupled together within said passenger compartment of said fixed wing host aircraft; and

then removing said two or more modular aerial dispersant holding tanks from within said passenger compartment of said fixed wing host aircraft through said passenger door opening of said fixed wing host aircraft.

89. (Previously Presented) The method of claim 88, wherein said dispersal regulator comprises at least a part of a dispersal equipment container or a dispersal equipment pallet.

90. (Previously Presented) The method of claim 88, wherein said dispersal regulator comprises a pump.

91. (Previously Presented) The method of claim 88, wherein said two or more aerial dispersant holding tanks comprise a material containment subsystem; wherein said dispersal regulator comprises a material dispersal subsystem; and wherein said method further comprises providing a control subsystem and coupling said control subsystem to said material containment subsystem and said material dispersal subsystem.

92. (Previously Presented) The method of claim 89, further comprising providing a navigation subsystem, a communications subsystem, and a sensor subsystem; coupling said navigation subsystem, communications subsystem, and sensor subsystem to said control subsystem; and coupling said control subsystem, said navigation subsystem and said communications subsystem to one or more Host Aircraft Systems.

93. (Previously Presented) The method of claim 88, further comprising aurally dispersing a material from said fixed wing host aircraft after sequentially loading said two or more modular aerial dispersant holding tanks into said aircraft passenger compartment of said fixed wing host aircraft through said passenger door opening of said

fixed wing host aircraft and prior to removing said two or more modular aerial dispersant holding tanks from within said passenger compartment of said fixed wing host aircraft through said passenger door opening of said fixed wing host aircraft.

94. (Previously Presented) The method of claim 88, wherein said method comprises:

providing two or more fixed wing host aircraft, each of said two or more fixed wing host aircraft having a passenger compartment and a passenger door opening;

providing two or more modular aerial dispersant holding tanks, said aerial dispersant holding tanks being configured for installation and removal from said passenger compartment of each of said two or more fixed wing host aircraft through said passenger door opening of each of said two or more fixed wing host aircraft;

sequentially loading said two or more modular aerial dispersant holding tanks into said aircraft passenger compartment of each of said two or more said fixed wing host aircraft through said passenger door opening of said fixed wing host aircraft;

coupling said two or more modular aerial dispersant holding tanks together within said passenger compartment of each of said two or more fixed wing host aircraft to provide a dispersant material flow path; and

providing a dispersal regulator and airborne dispersal device coupled to said two or more aerial dispersant holding tanks coupled together within said passenger compartment of each of said two or more fixed wing host aircraft; and

then removing said two or more modular aerial dispersant holding tanks from within said passenger compartment of each of said two or more fixed wing host aircraft through said passenger door opening of each of said fixed wing host aircraft.

95. (Cancelled)

## **II. RESPONSE TO OFFICE ACTION**

Claims 12, 19, 33, 64, 68, 69, 74, 75 and 82 have been amended and claims 67 and 95 have been cancelled. Claims 9-21, 23-35, 52, 54-66, 68, 76, 78, 80, 82-94 are pending in the present application.

### **A. The Objection to the Drawings**

Replacement drawing Figure 5 is herewith submitted, illustrating a passenger door as required by the Office Action. Corresponding amendment to the paragraph bridging pages 16 and 17 of the Specification has also been made. The objection to the drawings is therefore overcome. Favorable reconsideration is requested.

### **B. The 35 USC 112 Rejections**

Claim 75 has been amended to provide antecedent bases for “dispersal regulator”, and therefore the 35 USC 112 rejection is overcome. Favorable reconsideration is requested.

### **C. The Claim Objections**

Applicant believes that claim 12 properly depends from claim 20. However, Applicant has amended claim 12 to address the concerns expressed in Paragraph 11 of the Office Action by deleting the reference to a dispersant material flow path. Similarly, claim 19 has been amended so that “host aircraft systems” is no longer capitalized, and claim 33 has been amended to recite “providing said at least one fixed wing host aircraft”.

Favorable reconsideration is requested.

**D. The 35 USC 103 Claim Rejections**

In the Office Action, claims 64-66, 75-76, 78-80 and 95 are rejected. Although the Applicant respectfully disagrees with the rejections of the claims in the Office Action, the Applicant with this paper cancels and amends the claims without prejudice and seeks to pursue the subject matter of the allowed and allowable claims in this application to facilitate compact prosecution and to expedite the issuance of a patent. Thus, Applicant makes no disclaimer that the particular limitations recited by the allowed and objected-to claims of this parent application, or the amendments submitted herewith, are required to distinguish the claims over the cited references. However, to the extent that any such disclaimer is construed to exist, Applicant hereby expressly rescinds such disclaimer and reserves the right to pursue the rejected and/or other claims in follow-on and/or other applications and to present arguments with respect to such claims in such applications.

With regard to the amendments submitted herewith, independent claim 64 has been amended to include the limitations of objected-to dependent claim 67, and dependent claim 68 has been rewritten in independent form including all the limitations of the previous base claim 64. Therefore independent claims 64 and 68 are now allowable, as are the claims that depend therefrom. In addition, claims 69, 74 and 82 have been amended to depend from claim 67 rather than claim 64.

With the amendments, independent claims 64 and 68 are allowable, as are the claims dependent therefrom. Claims 9-21, 23-35, 52, 54-63 and 85-94 were indicated to



be allowable in the Office Action. Therefore, all of the pending claims are now in condition for allowance.

Applicant intends to pursue the rejected claims and/or other claims in follow-on and/or other applications and to present arguments with respect to such claims in such application/s.

**E. Conclusion**

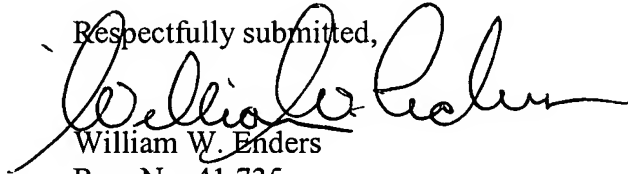
Applicant submits that the pending claims are in condition for allowance. Reconsideration of the application and claims is courteously solicited.

No fees are believed due, however should any fees under 37 CFR 1.16-1.21 be required for any reason relating to the enclosed materials, the Commissioner is authorized to deduct such additional fees from Deposit Account No. 10-1205/LCOM:006.

In accordance with 37 CFR 1.136(a)(3), the Commissioner is authorized to treat any concurrent or future reply that requires a petition for an extension of time under 37 CFR 1.126(a) to be timely, as incorporating a petition for extension of time for the appropriate length of time, and the Commissioner is authorized to deduct any requisite extension of time fees under 37 CFR 1.16 to 1.21 from Deposit Account No. 10-1205/ LCOM:006.

The examiner is invited to contact the undersigned at the phone number indicated below with any questions or comments, or to otherwise facilitate expeditious and compact prosecution of the application.

Respectfully submitted,



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